
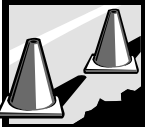


Environmental Issue	No-action Alternative	Alternative C	Alternative D
Visual Conditions 	<ul style="list-style-type: none"> Visual changes would occur from implementation of current and future zoning and land use plans. Agricultural land would continue to change to residential and commercial uses. Appearance of roadway features would remain mostly unchanged, with shoulders, curb and gutter, sidewalks, parkstrips, other landscape, and lighting remaining unimproved and non-continuous along the corridor. Mature vegetation would remain, other than in areas being redeveloped and/or converted to other land uses. Overhead utilities would remain unchanged. Not consistent with and would not facilitate implementation of Syracuse's Town Center Master Plan and associated visual improvements. Would not provide adequate area beyond the curb line to allow for streetscape, landscape, and architectural treatments to develop desired visual effects. 	<ul style="list-style-type: none"> Visual changes would occur from implementation of current and future zoning and land use plans. Agricultural land would continue to change to residential and commercial uses. Pavement width would be increased. Paved shoulders, curb and gutter, sidewalks, parkstrips, and lighting would be implemented and would be continuous along the corridor, enhancing the visual characteristics of the roadway. Structures and mature vegetation would remain on north side, while south-side structures and mature vegetation within the proposed roadway right-of-way would be removed. North-side overhead utilities would remain, south-side overhead utilities would be relocated further to the south. Consistent with and would facilitate implementation of Syracuse's Town Center Master Plan and associated visual improvements. Would provide area beyond the curb line to allow for streetscape, landscape, and architectural treatments to develop the desired visual effect. 	<ul style="list-style-type: none"> Visual changes would occur from implementation of current and future zoning and land use plans. Agricultural land would continue to change to residential and commercial uses. Pavement width would be increased. Paved shoulders, curb and gutter, sidewalks, parkstrips, and lighting would be implemented and would be continuous along the corridor, enhancing the visual characteristics of the roadway. Structures and mature vegetation would remain on south side, while north-side structures and mature vegetation within the proposed roadway right-of-way would be removed. South-side overhead utilities would remain, north-side overhead utilities would be relocated further to the north. Consistent with and would facilitate implementation of Syracuse's Town Center Master Plan and associated visual improvements. Would provide area beyond the curb line to allow for streetscape, landscape, and architectural treatments to develop the desired visual effect.

Construction 	<ul style="list-style-type: none"> No Impact 	<ul style="list-style-type: none"> Area residents and other people using Syracuse Road would experience minor temporary inconveniences due to noise, dust, and travel delays. Most businesses in the project area would experience temporary construction inconveniences due to dust, noise, and traffic associated with roadway construction. Construction would result in temporary negative effects on air quality in the project area due to increased dust and particulates. Construction noise impacts are considered temporary and would be minimized though adherence to UDOT Standard Specifications for noise and vibration control. Extended disruption of normal activities is not anticipated, since no one receptor is expected to be exposed to construction noise of long duration. Relocation or reconstruction of some features of the gravity-flow irrigation system and existing storm drain system would be required, including ditches, pipes, turnouts, and catch basins. During construction there is a potential for temporary soil erosion and sediment/siltation impacts to nearby irrigation ditches and canals. Construction-related erosion and sedimentation impacts would be mitigated with the use of BMPs. A Storm Water General Permit for Construction Activities and Air Quality Approval Order would be required during construction. Petroleum contaminants may be encountered on some properties, as discussed in Section 4.17. Temporary visual impacts would occur from construction signs, barricades, exposed earth, and construction equipment. The potential exists for invasive species to be introduced or propagated in the project area due to construction activities that disturb the existing ground cover.
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Project Contacts

If you have any questions or comments about this project please contact one of the following individuals:

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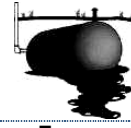
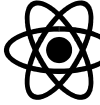

Environmental Impacts Handout

1000 West to 2000 West

February 2006

Environmental Issue	No-action Alternative	Alternative C	Alternative D
Land Use 	<ul style="list-style-type: none"> Not consistent with the Syracuse City General Plan, which has been developed assuming that Syracuse Road would be widened to five lanes. Selection of the No-action Alternative would be inconsistent with planned land uses. No immediate conversion of agricultural, commercial, and residential properties to roadway right-of-way. Some development may be delayed. 	<ul style="list-style-type: none"> Consistent with the planned land uses in project area. Widened roadway would convert 3.0-ac residential, 1.3-ac commercial, and 2.8-ac agricultural property to roadway use. Parks and recreational facilities within the project study area would not be affected. Facilitate commercial development. May speed up development time frame. 	<ul style="list-style-type: none"> Consistent with the planned land uses in project area. Widened roadway would convert 5.5-ac residential, 1.5-ac commercial, and 0.3-ac agricultural property to roadway use. Parks and recreational facilities within the project study area would not be affected. Facilitate commercial development. May speed up development time frame.
Farmlands 	<ul style="list-style-type: none"> No direct effect to agricultural land along the corridor. May slow conversion of agricultural land to residential and commercial. 	<ul style="list-style-type: none"> Would convert 2.84 acres of agriculturally zoned land to roadway use. Farming operations would remain viable. May speed up conversion of agricultural land to residential and commercial. 	<ul style="list-style-type: none"> Would convert 0.32 acres of agriculturally zoned land to roadway use. Farming operations would remain viable. May speed up conversion of agricultural land to residential and commercial.
Social Conditions 	<ul style="list-style-type: none"> Existing social conditions and trends would continue. Residents and roadway users would continue to be frustrated by growing traffic congestion. The small-town, rural character would continue to fade, leaving many residents increasingly dissatisfied. Many residents along the corridor would likely relocate in coming years due to traffic congestion and noise. Neighborhoods immediately adjacent to the roadway would likely exhibit increased residential turnover in the coming years, with associated declines in levels of familiarity and interaction among neighborhoods. 	<ul style="list-style-type: none"> Localized social attachments would be disrupted due to relocation of some residents. Widening the road could reduce social interaction between north and south-side residents. Likelihood of roadway being a boundary for schools, churches, and other community organizations would increase, further reducing social interaction between north and south-side residents. 	
Environmental Justice 	The No-action Alternative, Alternative C, or Alternative D would not produce disproportionately high and adverse human health and environmental effects on minority or low-income populations.		
Relocations 	<ul style="list-style-type: none"> No relocations would be required Commercial development is expected to continue and would indirectly require additional relocations. 	<ul style="list-style-type: none"> 25 Potential Relocations (23 residences, 1 residence/business, and 1 business) Commercial development is expected to continue and would indirectly require additional relocations. 	<ul style="list-style-type: none"> 44 Potential Relocations (41 residences, 1 residence/business, and 2 businesses) Commercial development is expected to continue and would indirectly require additional relocations.

Environmental Issue	No-action Alternative	Alternative C	Alternative D
Economic Conditions 	<ul style="list-style-type: none"> Conversion from rural to commercial land use would continue. Value of the property along the corridor would increase less rapidly. Area would be less desirable to commercialize, resulting in a loss of tax base for Syracuse City. 	<ul style="list-style-type: none"> Businesses along corridor would experience economic effects associated with temporary construction inconvenience. Businesses should gain positive long-term effects due to increased roadway capacity, decreased traffic congestion, improved accessibility, and increased exposure to potential consumers. The following businesses would require relocation: J. Kelly Hansen Financial Planning/Quilt School (1797 West 1700 South) and Automatic Transmission Service (1597 West 1700 South). Improved mobility would facilitate development of vacant parcels within and surrounding the project area. New businesses would add to revenue in local economy through sales and property taxes and would provide employment opportunities. 	<ul style="list-style-type: none"> Businesses along corridor would experience economic effects associated with temporary construction inconvenience. Businesses should gain positive long-term effects due to increased roadway capacity, decreased traffic congestion, improved accessibility, and increased exposure to potential consumers. The following businesses would require relocation: Children's Tea Parties (1782 West 1700 South), Paul's Auto Repair (1586 West 1700 South), and Thurgood Plumbing (1578 West 1700 South). Improved mobility would facilitate development of vacant parcels within and surrounding the project area. New businesses would add to revenue in local economy through sales and property taxes and would provide employment opportunities.
Pedestrians and Bicyclists 	<ul style="list-style-type: none"> Pedestrian mobility and safety would not be improved. Continuous sidewalks would not be constructed. Pedestrians would continue to walk along roadway shoulder in areas without sidewalks. Bicycle mobility and safety would remain unimproved, bicycle lanes would not be implemented. 	<ul style="list-style-type: none"> Pedestrian mobility and safety would be improved through construction of continuous sidewalks on north and south sides of roadway. Bicycle mobility and safety would be improved through construction of Class II bicycle routes (striped and signed bicycle lane within shoulder) along roadway. 	
Air Quality 	<ul style="list-style-type: none"> Poor intersection level of service (LOS), leading to deteriorated air quality. Increase in Vehicle Miles Traveled due to people taking alternative travel routes to avoid congestion would result in higher CO levels at those locations. 	<ul style="list-style-type: none"> Meets the regional air quality conformity requirements. Not expected to cause new violations of the CO or PM₁₀ standard. 	
Noise 	<p>Noise Impacts:</p> <ul style="list-style-type: none"> 70 residences 1 Museum 4 Businesses 	<p>Noise Impacts (post- relocations and mitigation):</p> <ul style="list-style-type: none"> 40 residences 1 Museum 3 Businesses 	<p>Noise Impacts (after relocations and mitigation):</p> <ul style="list-style-type: none"> 27 residences 1 Museum 1 Business
Cultural Resources 	<p>Some historic structures along the corridor would be indirectly affected due to ongoing demolition without documentation or consideration of mitigation.</p>	<ul style="list-style-type: none"> Some historic structures would be directly affected (impacts would be mitigated): No Adverse Effect: 4 Adverse Effect: 10 Some historic structures along the corridor would be indirectly affected due to ongoing demolition without documentation or consideration of mitigation. 	<ul style="list-style-type: none"> Some historic structures would be directly affected (impacts would be mitigated): No Adverse Effect: 2 Adverse Effect: 19 Some historic structures along the corridor would be indirectly affected due to ongoing demolition without documentation or consideration of mitigation.

Environmental Issue	No-action Alternative	Alternative C	Alternative D
Water Quality 	<ul style="list-style-type: none"> Substandard drainage facilities and conditions along the corridor would not be improved. With limited curb and gutter, much of the storm water would continue to flow off the roadway into irrigation ditches. Surface and groundwater quality would be degraded by the continued increase of contaminants from the roadway due to higher volumes of traffic along the corridor and continued storm water sheet flow off the roadway. Groundwater recharge would not be affected. 	<ul style="list-style-type: none"> Impervious area would increase from about four to 12 acres, increasing the 10-year peak flow for the project area from roughly 20 cfs to 60 cfs. Groundwater recharge would not be affected, since most groundwater recharge occurs along the bases of the mountain ranges (more than eight miles away). Drainage facilities and conditions would be improved through the addition of continuous curb and gutter, catch basins, and storm drain pipelines. Contaminants from the roadway storm water would be collected and conveyed to existing state-approved storm drain systems. 	
Wetlands 	No Impact	No Impact	No Impact
Floodplains 	No Impact	No Impact	No Impact
Wildlife 	No Impact	No Impact	No Impact
Threatened/Endangered Species 	No Impact	No Impact	No Impact
Hazardous Waste Sites 	Identified LUST sites would not be affected	Identified LUST sites should not be affected, as they are likely to be outside of the proposed roadway right-of-way limits	
Energy 	Energy requirements would increase over time due to increased congestion and stop-and-go traffic.	<ul style="list-style-type: none"> Energy would be required for construction. Traffic flow would be improved, increasing vehicle speeds and fuel efficiency. Energy requirements would decrease over the long term as compared to the No-action Alternative. 	
Invasive Species 	No increased potential for invasive species.	Potential to introduce invasive species exists due to construction activities. This would be reduced by mitigation measures.	